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SELECTIONS FROM THE RECORDS OF THE BOMBAY GOVERNMENT.

No. C.—New Series.

PAPERS

RELATING TO

PILOTAGE SYSTEM OF BOMBAY.

110096

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1866.

PILOTAGE SYSTEM OF BOMBAY.

No. 137 of 1866.

MARINE DEPARTMENT :

Bombay, 16th April 1866.

From the SECRETARY to the HARBOUR
and PILOTAGE BOARD, Bombay

To the SECRETARY to GOVERNMENT.

SIR,—I have the honour to request that you will lay before His Excellency the Governor in Council the following Memorandum and Resolution of the Harbour and Pilotage Board, relative to the improvement and reconstruction of the Pilotage system of this port.

2. As it is desirable that no time should be lost in remedying the defects in the existing Pilotage system at present complained of, the Harbour and Pilotage Board would respectfully request an early consideration of the subject on the part of Government.

I have the honour to be, &c.
HENRY MORLAND, Lieut. late I. N.
Secretary to the Harbour and Pilotage Board.

MEMORANDUM BY THE HARBOUR AND PILOTAGE BOARD.

1. The Pilotage system of Bombay, as at present constituted, has long been a source of dissatisfaction and complaint on the part of shipmasters and others connected with the shipping interest, owing to the defective manner in which the services charged for under the Act No. XXII. of 1855 are rendered to vessels arriving at and leaving this port, more especially in the Monsoon season.

2. The inefficiency complained of appears to arise not from any want of skill or ability on the part of the Pilots, but rather from the system under which the Pilotage duties of the Port have hitherto been conducted.

3. The present system may be described as follows :—

The Pilots are appointed to do duty after a year or sometimes a shorter period of probation, and thenceforward rise by seniority to the different grades into which they are divided, and draw the pay of their grade quite independently of the duty performed, or of their efficiency in their calling. They are in fact the servants of the Harbour and Pilotage Board on a monthly salary. A certain number of open boats are provided in which the Pilots put off to ships signalled at the Light House as entering the port, and in which they return to the shore from outward bound ships which they have piloted out to sea. All expenses of boats, &c. are paid by the Board, and the Board receives all the fees levied for pilotage under the Act. The superintendence of the Pilots is exercised by the Master Attendant.

4. The disadvantages of such a system are manifest. In the first place, as the Pilots receive a monthly salary which is not dependent for amount on the duties performed, there is no incentive to exertion, and the consequence is that the duties are apt to be gone through in a perfunctory manner, and difficulties are regarded as insurmountable which would be comparatively easily overcome were the earnings of the Pilots dependent on their exertions. As an illustration of this the Board would notice the very frequent complaint on the part of shipmasters that they are not boarded by a Pilot till after the greater part of the dangers of entering the Port is passed, and though this is no doubt partly owing to the Pilots having to start from the shore after the ship is signalled, still there can be little doubt that if their pay depended on it they would find a way of boarding vessels earlier. Again, the practice of waiting till a vessel is signalled from the Light House at Colaba before putting off from the Pilot Bunder to board a ship is also conducive to ships not being boarded at the proper time, as, on the one hand, hazy weather may prevent a ves-

sel's being seen from the Light House till very close to, and on the other hand an adverse wind or tide, or both combined, may prevent the Pilot from boarding a ship until his services are pretty nearly superfluous. This last remark applies especially to boarding vessels in the monsoon. Further, the Pilot Boats used, although very suitable and very serviceable in ordinary weather, are not suited for remaining outside the port in the stormy weather of the monsoon, and when they do so, it is often at great risk to those on board. So much is this the case that the Board has found it necessary to maintain a vessel during the monsoon to assist in case of accidents to the Pilot Boats, and to lead vessels in when the weather will not permit of the Pilot Boats putting off.

5. The disadvantages of the present system, some of which have been noticed above, seemed so apparent to the Board that they came to the conclusion that something must be done to remedy them, and as a first step to this, they procured all the necessary information regarding the system and rules of Pilotage in many of the other great ports, such as Liverpool, Glasgow, Hamburg, Calcutta, &c.

6. The result of the Board's investigation went to prove that in no other port but Bombay were the Pilots paid without reference to the duties performed, and also that in all the other ports from which information was furnished, the practise was to board vessels outside the dangers of the port by means of pilotage vessels large enough to keep the sea, cruizing outside the entrance to the port, with a supply of Pilots on board which were drafted off to the vessels making the harbour as required.

7. Taking the above two very important differences from the present Bombay system as the groundwork for reform, the Board after very mature consideration came to a decision as to the general outline of a plan for the re-organizing of the present system of Pilotage, taking as their guide the practice followed in the great ports of Europe, with such modifications as were demanded by the difference of climate and other circumstances at this place.

8. The Board then delegated to a Sub-Committee of their number the task of drawing up a scheme in detail, and the scheme

of the Sub-Committee as approved and adopted by the Board is respectfully submitted herewith for the approval of His Excellency the Governor in Council.

9. The plan is divided into two parts—*first*, a system of regulations, for the practical working of the Pilotage department; and *second*, the arrangement proposed for the financial working of the new organization.

10. The Board in conclusion would beg to state that the plan proposed has the concurrence of all the members, with the single exception of Captain W. C. Barker, the Master Attendant, who prefers the present arrangement with some slight alterations. The Board are sensible of the great weight which must necessarily attach to the opinion of an officer of Captain Barker's experience, and they regret that he does not concur with his colleagues as to the changes which are required. Captain Barker at the request of the Board has furnished a sketch of the Pilotage system which he considers best adapted for the wants of the Port, and this sketch the Board beg to forward also herewith for the further information of His Excellency the Governor in Council.

11. The scheme recommended by the Board is also that approved of in its main features by Captain Young, C.B., their late Vice-President: it will be for Government to decide whether the reform proposed is desirable or not.

A. F. Bellasis,
President of the H. & P. Board, and Commr. of Customs,
G. F. Henry,
Vice-President of the H. & P. Board,
A. C. Gumpert,
Member of the H. & P. Board,
Andrew Grant,
Member of the H. & P. Board, and Agent to Lloyds.

REPORT BY THE SUB-COMMITTEE.

Rules for the Working of the Pilotage Department.

1. The Bombay Pilots to be a Licensed Service. To be paid by shares in proportion to their standing, and the work they do.

2. Licenses to be granted by the Harbour and Pilotage Board, which must be renewed on the 1st of every January on payment of Rs. 30 as a Fee.

3. The Pilot Service for the present to consist of sixteen Pilots, and three Probationers, which number may be augmented at the discretion of the Harbour and Pilotage Board, as the trade of the Port increases or as circumstances may require.

4. The Harbour and Pilotage Board to provide three Schooners of 100 tons each, similar to the Liverpool Pilot Schooners, with such alterations as may be thought necessary to allow increased ventilation for the difference in climate.

5. The crew of each Schooner shall consist of a Master, who shall be a Senior Pilot, but not on the running list. He must man his Vessel (with not less than 1 Serang and 14 Lascars), and keep her in good working order. She will have attached to her six Pilots and one Probationer.

6. No. 1 Pilot Schooner shall cruise between the Outer Floating Light Ship bearing S. E. 2 miles, and the Island of Kundaree bearing S. E. 5 miles.

The Master must always use his utmost endeavours to intercept, and supply with Pilots all inward bound ships.

He will receive on board his vessel the Pilots from all outward bound ships.

He will remain on his station for seven days, leaving it only when all his Pilots are away, or when he may have received on board three more than his complement. He may then stand in, and No. 2 is at once to take his place.

7. No. 2 shall cruise between the Outer and Inner Light Ships.

He will supply all vessels that have not been served by No. 1. When No. 1 has been seven days at the Outer Station, she (No. 2) will go out to relieve her or previously should No. 1 stand in.

8. No. 3 will be the spare Vessel in Harbour ready to take No. 2 place whenever she relieves No. 1.

9. Should any of the Schooners require repair, the other two must work the Stations, till such time as the third is ready, taking care that the Outer Station is never left without a pilot.

10. A good six-oared cutter to be stationed at the Dockyard, which shall go off to each ship on anchoring to land her Pilot, and will also attend to take Pilots to outward bound ships.

11. The Masters of the Schooners shall keep a journal, which they shall bring for inspection to the Master Attendant's Office within twelve hours of the termination of each cruise.

12. The Schooners when they proceed to their stations must have four of their Pilots on board.

13. The Pilots not afloat to attend every morning at the Master Attendant's Office, at 10 o'clock, for orders.

14. Pilots of inward bounds ships to report to Master Attendant's Office, at once on landing, if it is within office hours, if not, at 10 o'clock the following morning.

15. When the Pilots are on board of the Schooners, they are under the authority of the Master, and they must pay strict attention to any lawful order he may give, whether as to taking their turn at working the Schooner, at which they must assist, or as to boarding vessels.

16. Pilots shall conform to all the orders of the Master Attendant or whoever may be placed in authority over them.

17. Pilots shall not hold any interest on shore in Steam Tugs. They are not allowed to keep a Tavern or Lodging-house, or in any way to retail wines or spirits.

18. Pilots are liable to fine, reduction in grade, or suspension of license by Harbour and Pilotage Board, for refusing or neglecting

to take charge of inward bound ships or for any other culpable or negligent fault or misconduct.

19. No Pilot shall claim salvage without the consent of the Harbour and Pilotage Board.

20. The earnings of each Schooner to be divided and paid on the 1st of every month, or as soon after as she comes in from her cruise.

21. When the Schooner at the Outer Station fails to supply an inward bound ship with a Pilot, and such inward bound ship gets supplied from No. 2 Schooner, then the Pilots shall only receive (for division into shares) one-third of the sum they would have been entitled to had such vessel been piloted in from sea.

When No. 2 Schooner fails to supply an inward bound ship with a Pilot, none of the pilotage money shall be given to the Pilots.

Should either Schooner be within moderate distance of the inward bound ship and offer a Pilot, then they shall receive the same share as they would have received had they put a Pilot on board.

Examination of Pilots.

1. The Harbour and Pilotage Board shall appoint as Examiners of Pilots—

The Master Attendant,
One Master of Schooner,
One Running Pilot,
Lloyd's Marine Surveyor.

2. Applicants for admission to the Pilot Service must be 21 years of age, and of good health. They must hold a Board of Trade Certificate of not a lower grade than "only Mate," and they must produce certificates of strict sobriety and good conduct.

They will then be eligible for an appointment as a Probationer.

3. The Master Attendant to have the appointment of Probationers.

4. After twelve months as a Probationer they may go before the Examining Committee, and if they pass, the Board will grant them a License as a 3rd Class Pilot on the first vacancy.

5. Their subsequent steps to 2nd and 1st Class Pilot always being given by seniority, according to vacancies.

Shore Establishment.

1. The First Assistant Master Attendant will appoint Pilots by rotation to outward bound ships, and he will be the Master Attendant's principal assistant in every thing relating to the Pilot and his office duties on shore, including the care and inspection of all boats, life-boats, stores, buildings and property on shore belonging to the Harbour and Pilotage Board.

2. The Second Assistant Master Attendant shall be called the Harbour Master. His duties shall be to direct where the ships are to be berthed. He will have the charge of all Buoys and Beacons in the Harbour. In the event of fire or other accident he will attend with all the Pilots not on duty in the Schooners to render what assistance may be required, and he will be the Master Attendant's principal assistant in every thing connected with the Harbour. He will inspect quarterly and report on the state of the Pilot Schooners, also the Floating Light Ships, and under the Master Attendant shall have charge of the general conservancy of the Harbour.

Proposed arrangement for the financial working of the Pilotage Department.

The actual receipts on account of the Pilotage Department for the last five years appear to have been—

For year	1860-61	Rs. 1,41,990	12	0
	1861-62	,, 1,26,784	6	0
	1862-63	,, 1,25,396	8	0
	1863-64	,, 1,39,056	12	0
	1864-65	,, 1,55,006	14	0

The close of the American war may have an effect in reducing for a time the amount of receipts, but the extension of the railways,

and the natural increase of the trade of the port are likely to keep the income fully up to that of last year. In estimating the probable receipts on account of the Pilotage Department for the purpose of finding a basis for the financial part of the new scheme, I think if we take Rs. 1,40,000 as the income, we shall not be placing the amount too high. The present expenses of the department taken roughly may be called Rs. 1,00,000 per annum. Taking the estimated income as above, this shows a clear surplus of Rs. 40,000 per annum.

In November 1864 there was transferred to the Harbour and Pilotage Board accumulated balances for the Pilotage fund amounting to Rs. 98,000, to which falls to be added this past year's surplus, say Rs. 50,000, making a sum in hand on account of the department of Rs. 1,48,000.

It is proposed to build in England three Pilot Schooners, the cost of which laid down in Bombay may be taken at Rs. 45,000 each, complete with boats, &c., making a total Rs. 1,35,000; this sum will be provided out of the above accumulated surplus of Rs. 1,48,000.

These Schooners will be handed over complete to the Companies of Pilots, and thereafter will be maintained and kept in repair by them.

In order to repay the Board the money laid out on those vessels, and to secure to it a fair share of the income arising from the Pilot Service, it is proposed that the receipts on account of Pilotage should be divided into shares, and that the Schooners, or the Board for the Schooners, should have a certain number of these shares credited to them.

If the Pilotage receipts were divided into 64 shares, the income would amount to nearly Rs. 2,200 per share. Of this, fifteen shares or Rs.33,000 should go to the Schooners, and five shares or Rs. 11,000 to the Pension Fund to pay pensions and allowances now running, or to be incurred; the remaining 44 shares, or Rs. 96,800, will go to the Pilots for salary and expenses of maintaining the Schooners. Say the expenses for each Schooner are Rs. 1,200 per month for

crew, provisions, stores, repairs, &c. exclusive of Pilots' remuneration, which is a very full estimate, the expenses of the three Schooners would be Rs. 43,200 per annum; there would thus be left for division among the Pilots a sum of Rs. 53,600 per annum.

The present number of Pilots is 16, and this number might be retained, including the three Senior Pilots, who are to command the Schooners.

Say 3 Senior Pilots, Masters of Schooners and General Superintendents of their Companies.
4 First Class Pilots.
6 Second Class Pilots.
3 Third Class Pilots.

16

Three Probationers would also be employed in addition to the above.

The portion of the receipts applicable to Pilots' salaries is Rupees 53,600; this would admit of the following salaries:—

3	Senior Pilots,	Rs. 400	per mensem	Rs. 14,400	per annum.
4	1st Class ,,	,, 300	,,	,, 14,400	,,
6	2nd ,, ,,	,, 250	,,	,, 18,000	,,
3	3rd ,, ,,	,, 200	,,	,, 7,200	,,
16				Rs. 54,000	

Or a few hundred rupees in excess of the amount stated.

The allowance to Probationary Pilots will fall to be paid by the Harbour and Pilotage Board.

The above allowance for Pilots includes every thing, and no extra payment, such as that for house-rent, would be allowed under the new arrangement.

With regard to pensions, the running of time for pensions would stop when the new system commenced, and when a Pilot who has now served so many years towards a pension retires hereafter from the service, he will be paid a pension by the Board in proportion to the service he can show under the present régime;

or if he prefers it, he may cancel his claim for pension by accepting as compensation a present money payment from the Board. This money payment, if accepted in a number of cases, might be borrowed in the meantime from the Port Fund and repaid gradually. The sum of Rs. 11,000 per annum which the five shares of the receipts reserved for pensions would yield would thus gradually be relieved of claims, and come to form an ordinary receipt.

The expense of a Harbour Master will fall on the Port Fund, and from the money received from the Pilotage proceeds or from the Port Fund, if that does not prove sufficient, will have to be paid salary of the three Probationer Pilots, cost of Cutter in the harbour, and cost of establishment for Pilotage purposes in the Master Attendant's Office.

A system of fines for any dereliction of duty will have to be instituted, and the Pilots must be kept up to their work by deductions being made from their earnings when their duty is not properly performed. Those fines will go to form a subscription by the Board to a Sick and Pension Fund, to which the different Pilot Companies ought to subscribe under the new system. As no pensions for service under the new order of things will be paid by the Board, it is desirable that a Sick and Pension Fund should be created in order to prevent worn-out and inefficient men from remaining on the active roll.

The fees received for the license of the Pilots, annually, might also be devoted to the Sick and Pension Fund.

In spite of any regulation to the contrary, it is quite certain that in Bombay, as in any other port, the Pilots will get gratuities from Captains of vessels, but it is the duty of the Board to prevent any Captain of a ship who does not choose to pay a gratuity from suffering on that account, and to do this it is most desirable that the berthing officer should be quite distinct from the Pilots, and free from their influence.

No. 352 of 1865.

Office of the Master Attendant and Conservator of the Port,
Bombay, 1st December 1865.

MEMORANDUM.

Forwarded for the consideration of the Harbour and Pilotage Board, with the compliments of the Master Attendant and Conservator of the Port.

(Signed) W. C. BARKER, Retired Captain, I. N.,
Master Attendant and Conservator of the Port.

Proposed Establishment.

Six Pilot Boats.
One Conservator's Boat.
One Cutter of six oars.
One Gig of six oars.
Two Jolly Boats, of four oars each.

One of the latter, for the Pilot Bunder, Colaba, and one for the Dockyard, to convey to and from their respective Boats the Pilots and Boats crews; frequently the Pilot Boats cannot approach the Landing places.

No crew will be required for either of these Boats.

Three spare Pilot Boats will be kept ready in every respect for launching at short notice in case of accident or disaster, two at Colaba and one in the Dockyard.

One Syrang to superintend all and see that the Boats are kept in good order, and to preserve order and cleanliness in the Banks Hall.....	Rs.	35
One Signal Tindal to look out during the day and report all signals made, and every occurrence that takes place in the Harbour	,,	25
3 Native Cooks or Bundaries, at Rs. 12 each	,,	36
Carried forward....	Rs.	96

	Brought over	Rs.	96
2	Bheesties or Watermen, at Rs. 9 each	„	18
6	Boat Tindals, „ „ 25 „	„	150
72	Lascars of Pilot Boat, „ „ 17 „	„	1,224
1	Tindal, Conservator's Boat	„	25
12	Lascars do. at Rs. 17 each	„	204
1	Tindal, Cutter Harbour duty	„	17
5	Lascars, at Rs. 15 each	„	75
1	Gig Tindal.....	„	17
5	Lascars, at Rs. 15 each.....	„	75
2	Sweepers, at Rs. 3 each	„	6
	Total ...Rs.		1,907

With provisions according to scale granted to Lascars of Bombay Marine.

For South-West Monsoon only,

viz. from 1st June to 30th September.

One Brigantine of 180 Tons.—A fore and aft Schooner will not answer; it is indispensably necessary for this duty that the vessel should have square sails on the foremast to run in before the heavy breaking sea that generally prevails at the entrance of the Harbour at this season, particularly when blowing hard and tide running ebb; instances have occurred of the old Pilot Brigs of 108 tons and upwards having been "pooped" and on several occasions nearly swamped.

The Vessel should be supplied with one good Life-Boat and one 6-oared self-righting Boat. The davits to be fitted to swing in board.

I would propose that this vessel should be manned as follows:—

	First Class Pilot in charge to receive three Rupees per diem in addition to pay and house rent ..	Rs.	90
2	Probationary or Third Class Pilots to receive one and a half Rupees each per diem in addition to pay and house rent.....	„	90
1	Writer to keep accounts, and issue Stores and Provisions	„	40
1	Syrang	„	36
2	Tindals, each Rs. 25.....	„	50
12	First Class Lascars, at Rs. 17 each	„	204
12	Second Class do. „ „ 15 „	„	180
12	Third Class do. „ „ 13 „	„	156
1	Topass	„	10
1	Bundary or Cook for Lascars	„	12
1	Officer's Servant	„	15
1	Officer's Cook	„	15
	Total....Rs.		898

To be allowed provisions on same scale as issued to crews of vessels of Bombay Marine.

This may appear a large crew, but it must be borne in mind that frequently both Boats may be away at the same time with a smaller crew, in such cases sufficient men would not be left on board to work the vessel.

Towards the close of the monsoon, that is about the 20th September, the vessel to be recalled, dismantled, and laid up at Mazagon or other convenient place. The Master Attendant may select her spars, sails, stores, running rigging, &c. &c., all to be carefully tallied or marked and secured as may be found most convenient either on board or in godowns on shore. The crew to be discharged on 30th September, and a Harbour crew appointed as follows :—

1	Tindal	Rs.	25
6	Lascars, at Rs. 15 each.....	„	90
	Total....Rs.		115

To receive provisions in addition.

These are necessary to keep the vessel clean and in order, and from time to time to dry the sails, &c. &c.

Office Establishment.

1 Master Attendant and Conservator of the Port, Registrar of Shipping, &c.

First Assistant or Deputy Master Attendant and Conservator of the Port and Deputy Registrar of Shipping.—The first Assistant's duties will be (under the Master Attendant and Conservator of the Port) principally confined to the office. To examine, check, and compare all Indents, Survey Reports, Pay Abstracts, &c. &c. To attend to entry of ships, examine ship Registers, endorse on back thereof (when necessary) change of Masters, examine the calculations of all ships measured, whether square rigged or native craft, for the granting of Registers and Cowls. To see that the several records of the office and all documents connected therewith are duly kept up, and as all applications for Pilots, whether to take vessels to sea, docking and undocking, transporting, &c., are sent to the Office, to appoint Pilots for the aforesaid duties.

Second Assistant Master Attendant and Conservator of the Port.—To be also Surveyor of the Port and Harbour Master. This officer's duties will be principally afloat, to see the berthing of vessels, that the vessel keep clear house, that none of the Regulations of the Port are infringed, such as boiling pitch on board or in too close proximity to their vessels, that Boats be not allowed to hang on stern to the detriment of the free navigation of the Port, and to keep free and clear passages through the shipping for all vessels entering or quitting the Port, &c. To see to the examination and that they are kept in serviceable condition all moorings and danger Buoys throughout the Harbour. To examine and inspect at least once in every three months the Outer and Inner Light Vessels and Dolphin Light, as to the state and condition of the Lanterns, Lamps, &c. &c., and with regard to the two former to heave up and examine their moorings. When these inspections have been made, the same to be duly entered in a Book kept for that purpose, with full particulars of such

inspection, and submitted to the Master Attendant. To superintend the docking, undocking and transporting of Vessels, and as Surveyor of the Port, the measuring of all Vessels requiring new Register, whether square rigged or native craft. To be prompt in rendering assistance in case of accidents or disaster, such as fire, ships grounding or fouling each other, &c. &c.

Third Assistant Master Attendant and Conservator of the Port, Deputy Harbour Master.—To assist the Harbour Master in the abovenamed multifarous duties.

The services of both Second and Third Assistants will, however, frequently be required on shore for the survey of stores, &c. &c.

The following is the Establishment and scale of pay of the Clerks of the Master Attendant and Conservator of the Port's Department, as per Harbour and Pilotage Board's Resolution No. 104, dated 12th April 1865:—

* I would recommend to the favourable consideration of the Board that the Head Clerk's pay be increased to Rs. 150 per mensem.	Head Clerk*	Rs. 115	per month.
	2nd do.....	„ 65	„
	3rd do.....	„ 50	„
	4th do.....	„ 40	„
	5th do.....	„ 40	„
	6th do.....	„ 35	„
	Shroff	„ 40	„
Harbour and Pilotage Board's Resolution No. 159, dated 30th May 1865.	1 Naique.....	„ 12	„
	1 Peon	„ 10	„
Vide Harbour and Pilotage Board's Resolution No. 18, dated 16th January 1865.	1 Sweeper	„ 2	„
	1 Waterman	„ 1	„
	Total....	Rs. 410	

Great difficulty is experienced at present for want of a "Compiling Clerk" when necessary to refer for any former correspondence, with the present Establishment. No particular Clerk can be spared for the duty of preparing the Indices of the several Books of Correspondence, Files, &c. &c. I would therefore recommend in addi-

tion to the above a Compiling Clerk on a salary of Rs. 60 per mensem.

Pilots.

The maximum number of Pilots at present allowed to be entertained is sixteen; four more I think necessary so as to make a total of 20, not including the officer in charge of the Outer Light Vessel or Mate.

I would again urge on the Board the reconsideration of the pay of the Pilots, which I consider is very inadequate for this highly valuable and useful class of Public Servants.

Their pay at present is scarcely sufficient to support them, and it is utterly impossible to make any provision for the future.

Candidates for the situations of Pilot should produce satisfactory testimonials as to character and ability, as to their sobriety and good conduct, and be good practical seamen.

Prior to being entertained they should undergo examination by the Marine Surgeon, as to their fitness physically.

The Master Attendant should have the appointment of all Pilots, who should undergo a probation of one year, six months with Outward Pilots, docking, transporting, &c., and six months with Inward Pilots.

At the end of this period to be examined as to their qualification for the situation of Pilot by a Committee composed as follows:—

1st Assistant (or Deputy) Master Attendant,
2nd or 3rd Assistant,
One 1st Class Pilot.

Their proceedings and report to be submitted to the Master Attendant, who being satisfied therewith, will furnish him with a License as 3rd Class Pilot, subject to approval and sanction of Harbour and Pilotage Board.

In the event of not being found competent for the situation of 3rd Class Pilot at the expiration of one year, to be given one month's notice and then discharged.

The Pilots shall be classed as follows :—

(1) One Senior Pilot.
(6) Six First Class Pilots.
(6) Six Second do.
(7) Seven Third do.

20 Total.

I do not consider that the present system of working the Pilots can be improved upon, namely, that of having a certain number told off for taking ships to sea, docking, transporting, &c., and a certain number stationed at Colaba for the purpose of furnishing Pilots to in-bound vessels.

The Colaba Pilots are relieved yearly on the 1st January, two month's notice being given to make the necessary arrangements with regard to house accommodation.

The system of substituting Schooners for Pilot Boats has been tried and failed, one Schooner or Brigantine rather (for reasons before shown) I think necessary to cruize off the Port during the South-West Monsoon, not only to guide vessels in, but to be ready in case of disaster, such as loss of masts or swamping of the Pilot Boats.

It will be necessary to retain this vessel for duty during the South-West Monsoon, even after the Light Houses on the Prong and Kenery are established for reasons stated above.

Anchor Hoy

The want of such a vessel is often productive of inconvenience and frequently of serious loss. It is true there is some such description of vessel attached to the Marine Department, but she is old, unwieldy, and fitted up very roughly ; such as she is, however, she is not always obtainable ; and when so, unless the charges have been reduced very lately, the hire for her per diem I consider very high.

The Establishment of the "Palinurus" is one Diver in charge

26th May 1865. * Rs. 30 per mensem (at present there is none), he having been drowned some months since

while diving for "Shannon's" moorings); two lascars on Rs. 11 each per mensem and ¾ rations.

Say one Syrang	30 Rupees.
Two Lascars, Rs. 11 each	22 „
Provisions for 3 Natives, say Rs. 5 each per mensem	15 „
Total	Rs. 67

Wear and tear of hull and rigging *nil*—the vessel is towed to and fro by steamer or Pilot boats.

The Master Attendant has a large square lantern, the frames of plate glasses being 1 foot 9 inches by 1 foot 7 inches.

In the centre four common copper oil lamps without reflectors.

On the occasions of either of the Light Vessels requiring repairs the "Palinurus" has hitherto taken the place of the "Shannon" or Inner Light, a portion of the crew of the Light Vessel under repairs being attached to her to hoist up the lantern and lamps, &c, the remainder attending to their vessel in Dock, cleaning out the hold, refitting, rigging, &c.

When the Light Vessels last received a thorough repair in Her Majesty's Dockyard, the "Palinurus" took up the station of the Inner Light Vessel from 30th January to 26th May 1860, and a charge was made by the Dock Master for the full period, viz., 118 days at Rs. 30 per diem, making a total of Rs. 3,540, a most enormous charge!! I remonstrated, but in vain. If the vessel was sold by public auction, I doubt very much whether she would realise even a moiety of the above. I would observe further that this charge of Rs. 30 per diem is still made by the Dock Master every time the "Palinurus" is engaged, and she is the only vessel we can engage for lifting heavy moorings, raising sunken Boats or Pattamars, &c.

This of itself shows the advisability, nay, the urgent necessity, of having a suitable Anchor Hoy attached to the Department. It

is possible that a Dock may be available about the end of February, not before, when I propose fitting the Lantern to the Powder Hoy, the charge for which vessel will be less than that of the Anchor Hoy by one-half; but even this I consider a very heavy charge, for the chances are all the Vessels would otherwise be laying idle in Dock basin. While on this subject I may allude to the case of the "City of Manchester," which vessel entering the Harbour on the evening of the 27th November grounded on the South-West Prong; fortunately it was near low water and there was but little wind or sea on. Mr. Corke at once proceeded out, and by laying out the kedge anchor and backing the sails, as the land wind set in, the vessel as the tide rose was hauled off, I trust, not much injured.

But supposing there had been but a moderate breeze and sea, the kedge anchor would not have been sufficient for the purpose; a handy Anchor Hoy, with powerful windlass and capstan, (and one capable of being taken quickly to the spot,) would on a future case prove invaluable.

Instances are by no means rare of vessels losing overboard heavy cases. The Anchor Hoy would in such circumstances proceed instantly to the spot, and the article would be recovered.

Of course a charge would be levied for this service, which would tend in a great measure, if not altogether, to defray the expenses of maintaining such a vessel.

Again, frequent applications are made from Masters of merchant vessels for a vessel to convey heavy weights, such as steam machinery, &c. &c., to or from the shore; the vessel might on such occasions be lent, and a moderate charge levied for her services.

I would suggest a vessel of about 80 tons burthen, copper fastened and coppered, of strong build, no projections except the cat heads (they cannot be dispensed with) which should be very strong with three sheaves of large diameter.

No bowsprit or main boom, two masts fore and aft, main-sail and fore-sail and fore-stay-sail, so that unlike the present Anchor Hoy she could be moved about from place to place as required without having to resort to the aid of steam.

I have called upon the Master Builder to furnish me with a plan and estimate of the probable cost of building such a vessel. She should be about 60 or 65 feet long, her beam one-third her length, and not to draw more than (6) six feet water with her stores, &c., on board. When estimate is received the same shall be laid before the Board. She would require a lower deck fore and aft (with hatches at convenient places) the forepart of which should be for the accommodation of the crew, the remainder for stowing away hawsers, tackles, &c.

The vessel should have a powerful windlass in the forepart, and a strong built patent capstan in afterpart; she could then be made available for undocking ships by being secured to the stern fast moorings; a moderate charge being levied from each vessel making use of the "Hoy."

One square sterned 4-oared Jolly Boat would be required for running out lines, &c.

Crew to consist of—

One Syrang and Diver	Rs.	35
Four Lascars, each Rs. 15	,,	60
With provisions ¾ as issued to Dockyard Lascars, say 5 Rs. × 5	,,	25
Total....	Rs.	120

A better description of Lantern than that used by "Palinurus" when at the Rock Station could be made in the Factory to be fitted to the main-mast, and only attached thereto when her services are required as a Light Vessel. This can easily be arranged by having the frame work of the Lantern in two segments, 3 Lamps with reflectors on each side.

W. C. Barker, Retired Captain, I. N.,
Master Attendant and Conservator of the Port.

Extract paragraphs 14 *to* 18 *from Master Attendant's letter to the Commissioner of Customs, No.* 187, *dated* 10*th Sept.* 1860.

Paragraphs 14 to 18.—The Inner Light Vessel "Shannon" and Outer Light Vessel "Colaba" requiring extensive repairs, the Anchor Hoy was engaged for the duties of the Inner Light Vessel until both vessels were repaired, which repairs were executed in the Dockyard, and extended over the period named in the Bill, viz. 118 days.

I would particularly draw your attention to the fact that during the whole period that the Anchor Hoy "Palinurus" was at the Rock Station, the Syrang was never on board of her, except during the time he was engaged as Diver, duly charged for in Bill No. 21 at the enormous rate of Rs. 15 per diem, he the Diver at the same time receiving a salary of Rs. 30 per mensem from Government. I would observe that although the Diver is borne on the books as Syrang of the Anchor Hoy, it is merely for the purpose of attaching him to some definite appointment that the salary might be duly charged for.

It will appear therefore that the actual expense incurred by the Dock Master's Department for the Anchor Hoy "Palinurus," merely for the pay of two Lascars, the charge would be Rs. 22 per mensem, which for 118 days would amount to Rs. 85-13-10. The charge in the Bill is Rs. 3,540, rather a large margin for wear and tear, if such is meant.

I would again repeat that it is much to be regretted that the Warp Boats and Anchor Hoy should be retained in Dock Master's Establishment.

W. C. Barker, Retired Captain, I. N.,
Master Attendant and Conservator of the Port.

Bombay Harbour, Pilotage.

No. 285.

MARINE DEPARTMENT.

Bombay Castle, 27th April 1866.

Letter from the Secretary, Harbour and Pilotage Board, No. 137, dated 16th April 1866.

Submits a Memorandum and Resolution by the Harbour and Pilotage Board, respecting the improvement and reconstruction of the Pilotage system of the Bombay Harbour, and requests early consideration of the subject. Submits also a scheme by Captain Barker, who dissents from the proposals of the Board.

RESOLUTION.—A copy should be sent to the Chamber of Commerce, with a request that they will favour Government with an early expression of the opinion of the Chamber on the proposed alterations in the Pilotage system.

Copy should also be sent to Captain Giles, for the favour of his opinion and report on the proposals.

J. MACDONALD, Major,
Acting Secretary to Government.

To the HARBOUR AND PILOTAGE BOARD.

No. 281 of 1866.

Harbour and Pilotage Board,
Bombay, 22nd June 1866.

To the Secretary to Government,
Marine Department.

Sir,— Adverting to my letter, No. 137, of the 16th of April 1866, and Government Resolution No. 205, dated 27th April 1866, thereon, I am directed by the Harbour and Pilotage Board to submit, for the consideration of His Excellency in Council, the accompanying statement from the Master Attendant, showing the number of vessels boarded by Pilots as they entered the Harbour, &c., for the week ending the 16th of June 1866, and in doing so to state that the Board do not attribute blame to any person connected with the Department, but that they consider, with the present Pilotage system, it is impossible to expect better results, especially at this season of the year when the setting in of the monsoon renders it impossible for the present Pilot Boats to work sufficiently to windward to enable the Pilots to board vessels outside the dangers of the Port.

From the statement I have the honour to submit, it will be seen that from the 8th to the 16th instant 33 vessels entered the Port: of these only 6 were boarded by Pilots outside the dangers; and 2 (1 at anchor) were boarded close to the Outer Light Ship; 8 were not boarded until they were inside the Port, between the Light Ships; and 17 were not boarded until off or to the Northward of the Inner Light Vessel, and most of them at anchor, having escaped the chief dangers of the Port unpiloted.

The Board are of opinion that by the adoption of their scheme, submitted with my letter above referred to, the delay in supplying Pilots will be obviated, and they therefore solicit the early sanction of His Excellency in Council to their bringing the same into action.

I have, &c.,
H. Morland, Lieut., late I. N.,
Secretary.

STATEMENT showing the number of Vessels boarded by Pilots as they entered the Bombay Harbour, with other details of their arrival, &c., for the week ending 16th June 1866.

Month and Date.	Names.	Hour when first signalled from the Light House.	Hour of Pilot Boat starting from Bunder.	Position and hour when boarded by the Pilot.	By what Boat.	Pilot's Name.
1866. June 8	Ship Zealander	At 2-15 P.M.	At 2-30 P.M.	Outer Light Vessel S.W. 1 mile at 5-30 P.M.....	Pilot Boat No. 3	Mr. Jones.
„ 9	„ C. S. Lemon ..	At 11-30 A.M.	At Noon.	Do. N.E ½ mile at 1-30 P.M.....	Ditto 7	„ Dodd.
„ „	Str. Sir Bartle Frere.	Unknown.	Went on board from the outer bound Str. Salsette.	Close to the Outer Light Vessel at 2 P.M	Ditto 6	„ Jamieson.
„ 10	Ship Khorasan.....	Unknown.	At 4-45 P.M.	Outer Light Vessel S.W. 4 miles at 5-30 P.M	Ditto 3	„ Jolley.
„ „	„ Ophelia	Unknown.	Boarded after taking the ship Premchund Roychund to sea.	Outer Light Vessel N. E. 3 miles at 2-45 P.M.	Ditto 6	„ Smith.
„ „	„ William Kidstone	Boarded after taking the ship to sea.		Do. N.E. by E. 2 miles at 4-30 P.M.	Ditto 6	„ Morris.

Month and Date.	Names.	Hour when first signalled from the Light House.	Hour of Pilot Boat starting from Bunder.	Position and hour when boarded by the Pilot.	By what Boat.	Pilot's Name.
1866.						
June 10	Ship Raby Castle ..	At 5-45 A.M.	At 6 A.M.	At anchor inside the Inner Light Vessel at 8 P.M.	PilotBoatNo.9	Mr. Dodd.
,, ,,	,, Lloyd Rayner..	Unknown.	At 6-45 A.M.	Outer Light Vessel S.W. 4 miles at 10-15 A.M.	Ditto 9	,, Smith.
,, ,,	Barque Aden	At 6-15 A.M.	At 6-40 A.M.	Outer Light Vessel N.W. ½ mile at 7 A.M.	Ditto 9	,, Meadows.
,, ,,	Ship Camperdown ..	At 5-15 A.M.	At 5-30 A.M.	East of the Inner Light Vessel at 7 A.M.	Ditto 3	,, Jolley.
,, ,,	,, Egeria	At 5-10 A.M.	At 5-25 A.M.	Off the Inner Light Vessel at 7-30 P.M.	Ditto 3	,, Jones.
,, ,,	,, City of Edinburgh	Unknown.	At 2-15 P.M.	Outer Light Vessel S.W. 1 mile at 5 P.M.	Ditto 7	,, Meadows.
,, ,,	,, Mornington ..	Unknown.	At 10 A.M. By Fort Pilot.	Outer Light Vessel N.E. 1 mile at noon.	Ditto 1	,, Lawrence.
,, 11	,, Gilbert Thompson.	At 10-55 A.M.	At 11 A.M.	Do. N.E. 4 miles at 2-30 P.M.	Ditto 3	,, Jones.
,, ,,	Str. Carnatic	At 11-5 P.M.	At 11-15 P.M.	Off the Inner Light Vessel at 1-20 A.M. next day.	Ditto 9	,, Jones.
,, ,,	Ship Richard Cobden.	At 5-25 A.M.	At 5-30 A.M.	At anchor off the Inner Light Vessel at 8 A.M.	Ditto 7	,, Dodd.
,, ,,	,, Lady Canning..	At 5-25 A.M.	A	Inner Light Vessel S. S. W. 1 mile 9-45 A.M.	Ditto 7	,, Jolley.

„	„	„	Phœnix	Boarded by the Fort Pilot after taking the Str. Euphrates to sea.		At anchor below the shipping at 11-30 A.M.	Ditto	5	„ Smith.
„	12	„	Thistle.....	Unknown.	Boarded by Fort Pilot.	At anchor above the Inner Light Vessel at 11-30 A.M.	Ditto	9	„ Jamieson.
„	„	„	Eurydice.....	At 6-30 A.M.	At 10 A.M.	At anchor Inner Light Vessel S.S.W. ¼ mile at 10-30 A.M.	Ditto	3	„ Jolley.
„	„	„	Corra Linn....	At 2-30 A.M.	At 5 A.M.	At anchor off the Inner Light Vessel at 6 A.M.	Cutter.		„ Dodd.
„	„	„	Albertine	Unknown.	At 5-30 A.M.	At anchor close to Inner Light Vessel at 11 A.M.	Pilot Boat No.	6	„ Meadows.
„	„	„	Arundel	Unknown.	Unknown.	At anchor close to Outer Light Vessel at 4 P.M.	Ditto	6	„ Hill.
„	13	„	Mabel.....	At 11 15 A.M.	At 11-30 A.M.	At anchor between the Light Ships at 1 P.M.	Ditto	3	„ Jones.
„	„	„	Preston	At 11-5 A.M.	At 11-30 A.M.	At anchor Inner Light Vessel S.S.W. ½ mile at noon	Ditto	3	„ Jolley.
„	14	„	Nydia	At 5 A.M.	At 5 A.M.	At anchor close to Inner Light Vessel at 11-30 A.M.	Ditto	7	„ Meadows.
„	„	„	West Riding ..	Boarded by the Fort Pilot after taking the ship Jumna to sea.		Outer Light Vessel S.W. 2 miles at 3-30 P.M.	Ditto	1	„ Smith.
„	„	„	Sparkenhoe....	Boarded by Fort Pilot.	At 2 P.M.	Between the two Light Vessels at 2-30 P.M.	Ditto	9	„ Ingle.
„	„	„	Monitor	Do.	At 7 A.M.	Between the Light Ships at 4 P.M.	Ditto	9	„ Smith.
„	„	„	Dharwar.....	At 5-40 A.M.	At 6 A.M.	At anchor above the Inner Light Ship at 2-30 P.M.	Ditto	3	„ Meadows.
„	„	„	City of Ottawa	At 5-30 A.M.	At 6 A.M.	At Anchor off the Inner Light Vessel at 7-30 A.M.	Ditto	3	„ Dodd.

Month and Date.	Names.	Hour when first signalled from the Light House.	Hour of Pilot Boat starting from Bunder.	Position and hour when boarded by the Pilot.	By what Boat.	Pilot's Name.
1866 June 14	Ship Amberwitch ..	Unknown.	Unknown.	At anchor close to Ship Rohilla at 11 A.M.	PilotBoatNo.3	Mr. Corke, Smith and Denis.
„ „	Str. General Havelock	At 8-30 A.M.	At 8-40 A.M.	Close to the North of the Dolphin at 9 A.M.	Ditto 9	Mr. Jolley.

(Signed) J. E. C. PRYCE,
Acting Master Attendant and Conservator of the Port.

Office of the Master Attendant and Conservator of the Port,
Bombay, 18*th June* 1866.

Forwarded to the Harbour and Pilotage Board, with reference to their Resolution No. $\frac{79}{90}$, dated 4th July 1866.

NOTE.—The prevalence during the past week of strong S.S.E. and Southerly winds rendered the putting Pilots on board in-bound Vessels a duty of some difficulty; on the flood tide it was impossible to beat to windward, and on the ebb there was such a dangerous sea running, the Pilots could not board till the Vessels got well into Port and smoother water, the Pilot Boats leading in.

No. 292 of 1866.

Harbour and Pilotage Board,

Bombay, 26th June 1866.

To the Secretary to Government,
Marine Department.

Sir,—In continuation of my letter No. 281, dated 22nd instant, I have the honour, by desire of the Harbour and Pilotage Board, to forward the accompanying copy of statement of Vessels boarded by Pilots, &c., for the week ending Saturday the 23rd instant, as another instance of the inefficiency of the present Pilot Service, and to request that you will favour the Board with the decision His Excellency the Governor in Council has arrived at in reference to the Board's proposition to re-organize that Service.

Secretary Harbour and Pilotage Board's letter to Government, No. 137 of 16th April 1866.

I have the honour to be, &c.

H. Morland, Lieut., late I. N.,
Secretary

STATEMENT showing the number of Vessels boarded by Pilots as they entered the Bombay Harbour, with other details of their arrival, &c., for the week ending 23rd June 1866.

Month and Date.	Names.	Hour when first signalled from the Light House.	Hour of Pilot Boat starting from Bunder.	Position and hour when boarded by the Pilot.	By what Boat.	Pilot's Name.
1866.						
June 16	Ship Hydree	At 4 P.M. ..	At 4-20 P.M ..	Outer Light Vessel S.S.W. 2 miles at 5-15 P.M.	PilotBoatNo.3	Mr. Meadows.
„ „	„ Ann Warwick..	At 1 P.M. ..	At 2 P.M.	Off the Inner Light Vessel at 3 P.M.	Ditto 9	„ Dodd.
„ 17	„ S. S. Martaban..	At 11 A.M...	At 11-15 A.M.	At anchor off the Dolphin at 2-20 P.M.	Ditto 9	„ Jones.
„ „	Barque Royal Albert.	At 4-15 A.M...	At 4-30 A.M ..	At anchor ½ mile East of Inner Light Vessel at 5 A.M.	Ditto 3	„ Jolley.
„ 18	Str. Catherine Apcar..	Boarded by the 2nd Assistant Master Attendant after leaving the Schooner "Constance."		Outer Light Vessel S. W. 2 miles at 6 P.M.	Ditto 3	„ Smith, and 2nd Assistant Master Attendant.
„ 19	„ Yamuna	Came in without a Pilot—None available.....			.....	.....
„ „	Ship Eranee.....	At 4 P.M. ..	At 4-15 P.M...	South of the shipping at 4-30 P.M.	Ditto 9	„ Jones.
„ „	„ Kennington....	.....	.....	Outer Light Vessel S.W. 3 miles at 10 A.M.	Ditto 3	„ Walke.
„ „	„ W. P. Russell ..	At 4 P.M. ..	At 4-15 P.M.	At anchor below the shipping at 4-55 P.M.	Ditto 9	„ Meadows.
„ 20	„ Mistress of the Seas	Unknown ..	.....	Ditto at 5 P.M.....	Ditto 1	2nd Assistant Master Attendant.

1866.								
June	21	„ Passe Partout..	Do. ..	.....	At anchor off the Inner Light Vessel at 1-20 P.M.	Ditto	3	Mr. Dodd.
„	„	„ Tennyson	Do. ..	.....	Outer Light Vessel S. W. 3 miles at 2-30 P.M.	Ditto	9	„ Walke.
„	„	„ Nasree.....	Do. ..	.....	At anchor off the Inner Light Vessel at 1 P.M.	Ditto	3	„ Meadows.
„	22	„ Castiglione	Do. ..	.....	At anchor East of the Inner Light Vessel at 6-45 A.M.	Ditto	3	„ Jolley.
„	„	„ Euphemus	Do. ..	.....	Off the Inner Light Vessel at 3 P.M.	Ditto	3	„ Dodd.
„	„	„ Cambay	Do. ..	.....	At anchor below the shipping.	Ditto	1	„ Hill.
„	„	„ Daylight	Do. ..	.....	At anchor above the Inner Light Vessel at 7-30 A.M.	Ditto	9	„ Jamieson.
„	23	„ Varuna	Do. ..	.....	Close to Inner Light Vessel.	Ditto	3	„ Smith, Senior.
„	„	„ Khandeish	Do. ..	.....	At anchor above the Inner Light Vessel at 10 A.M.	Ditto	9	„ Jamieson.

Office of the Master Attendant and Conservator of the Port, Bombay, 25th June 1866.

J. E. C. PRYCE,
Acting Master Attendant and Conservator of the Port.

Forwarded to the Harbour and Pilotage Board with reference to their Resolution No. $\frac{72}{90}$, dated 4th July 1864.

NOTE.—The impossibility of berthing in-bound vessels during the week is owing to the state of the tides (being neap tides) the vessels in port do not swing to fair ebb, the wind blowing strong from S. W. the vessels are wind rode or athwart. Pilots detained on board in consequence, waiting a chance to berth their respective ships. Yesterday (*Sunday*) nine in-bound vessels were berthed in Port.

J. E. C. PRYCE,
Acting Master Attendant.

No. 457.

MARINE DEPARTMENT.

Bombay Castle, 29th June 1866.

Letter from the Secretary to the Harbour and Pilotage Board, No. 292, dated 26th June 1866.

Forwards a Statement of Vessels boarded by Pilots, &c., for the week ending 23rd instant, as another instance of the inefficiency of the present Pilot Service, and requests to be favoured with the decision Government may have passed on the proposition to reorganize that Service.

RESOLUTION.—The Harbour and Pilotage Board may be informed that the decision of Government on the proposal to re-organize the Pilot Service has not yet been recorded, a reply from the Chamber of Commerce, to whom the proposals were submitted for re-port, having been only this day received.

J. MACDONALD, Major,
Acting Secretary to Government.

TO THE PRESIDENT HARBOUR AND PILOTAGE BOARD.

No. 310 of 1866.

From Commander E. Giles, I. N.,
Master Attendant, Kurrachee,

To Major Macdonald,
Acting Secretary to Government, Bombay.

Dated 22nd May 1866.

Letter from Secretary to the Harbour and Pilotage Board, to the Secretary to Government, No. 137, of April 16th, with a Report and Memorandum by the Harbour and Pilotage Board of Bombay.

Sir,—I have the honour to forward the Report called for in your letter No. 285 of April 27th, Marine Department, covering the papers as per margin.

I have the honour to be, &c.
E. Giles, Commander I. N.,
Master Attendant, Kurrachee.

REPORT.

I agree in opinion with the Harbour and Pilotage Board, that the system under which the Bombay Pilot Establishment is now worked makes no call on the individual exertion of the Pilots, and that a careless and sloven way of performing their duty is in some cases the result.

2. I agree too in opinion that, were the Pilots paid only for the work performed by each, they would, as a rule, find means to board ships arriving off the Port earlier than is now the case, and that the complaints now so common against the Department would in a great measure cease.

3. The great difficulty that presents itself in dealing with the question appears to be the provision that has to be made for the bad weather of the S. W. monsoon ; the Board remark on this, that at times the present Pilot Boats (which are suitable and trustworthy

in ordinary weather) cannot safely venture out, and that it is necessary in consequence to attach a sea-going vessel to the Department for duty outside with the Pilots at this season.

4. Even with this assistance, the work, it is stated, has been so badly performed, that it is now proposed to introduce an entire change of system.

5. This new system and the rules by which it is proposed to work it, are clearly shown in the Reports under notice. The rules provide for a closer supervision of the Pilots, with penalties for neglect of duty, &c., and the scheme, as it now stands, would, doubtless, work far better than the present plan.

6. The Board have not, however, adopted the free Pilotage system to any extent, and there is consequently no latitude given for individual exertion; true, the Pilots are divided into Companies; but these Companies have no inducement to work the one against the other, as under the rules proposed, all their gains will be thrown together for equal division among the whole establishment.

7. Believing as I do that competition is the chief element necessary to ensure good work, I would strongly advocate its introduction as far as possible.

8. The division of the Pilots into Companies (as proposed) is, I should say, the best arrangement possible under the circumstances, provided each Company work entirely on its own account, dividing among themselves in proportion to their grade, any amount they may actually make, on the number of salary shares allotted them by the Board.

9. There is one other very important point on which I differ from the Board.

10. It is proposed to substitute three Schooners of 100 tons each, of the Liverpool Pilot Class, for the present Pilot Boats.

11. These Vessels to be purchased from surplus funds, now at the Board's disposal, their estimated cost being Rs. 45,000 each, or Rs. 1,35,000 in all.

12. As regrds this proposal I would venture to suggest that before expending so large a sum on an entirely new class of vessel it may may be well to consider if the inefficiency of the Pilot Boats, has been so decidedly established as to make so sweeping a change all at once necessary.

13. The Board have placed on record that these Boats are suitable for the work in ordinary weather (that is for nearly nine months in the year), and that more work would be done did the Pilot's pay depend on individual exertion. May it not then be more the fault of the men than of the Boats that things work so badly?

14. For myself I must say that I have always heard these Boats highly spoken of, and I believe them to be safe and well adapted for boarding ships even in monsoon weather out as far as the Outer Light Ship; further I believe that skilful Pilots, working on their own account, would seldom hesitate to proceed beyond this in them on the chance of picking up a ship.

15. Before making the change, moreover, it would be advisable to determine by actual experiment, if the schooner it is proposed to order are suitable for work in this country. I doubt not their being good sea boats, but I much doubt if a serviceable vessel of 100 tons can be sufficiently ventilated to permit a considerable body of men to live on board in all weathers with any degree of comfort, and further, whether native seamen will be able to launch and manage the small Boats these vessels must use for boarding ships in heavy monsoon weather, with the same skill and consequent safety that European seamen could do.

16. Captain Barker (the late Master Attendant) has placed on record (*vide* his Report to the Board, that the plan of substituting Schooners for the present Pilot Boats has already been tried, and failed: now I fully admit this trial was hardly a fair one, as the vessels tried were heavily built of teak, were very low in the water, and much over-masted, still I think that a trial of the kind having been made and having failed, is an additional reason to proceed with caution.

17. I would suggest that one Schooner of the class named be ordered, when, if found to answer, a second or third might be procured, should the Board still think it necessary.

18. Differing from the Board's proposals in the above important points, I think it right to state generally what changes would (it appears to me) be necessary to meet the modifications suggested.

1*st*. The Companies of Pilots to work independently of each other, and to divide among themselves (in the proportion to each grade * fixed by the Board) the whole amount they may make on the number of salary shares allotted.

*The Pilots should rise in grade in their own Companies.

2*nd*. Two of the present Pilot Boats with a 6 to 8-oared Boat to be supplied to each Company of Pilots; these Boats to be maintained by them complete for work.

The Row Boats, though generally required for Harbour use, might occasionally in light winds be found most useful outside.

At Kurraehee, nearly the whole Pilotage work is done in boats of this class; they are fitted as Life Boats for bad weather.

3*rd*. The Pilot Bunder at Colaba, with a shed for each Company, to be made over, all repairs to Boats to be done at a moderate percentage in the Dockyard, and all stores required for the Boats to be supplied by Government on the same terms.

4*th*. The Boats of each Company to be painted, so as to be easily distinguished from those of the other Companies, and they should fly a distinguishing flag; each Pilot should be provided with a flag of his own Company's color; this shown from a ship, either in Port or outside, would call one of his own Boats alongside.

5*th*. A Pilot having secured an inward-bound ship, he or one of his own Company to have the privilege of taking her to sea, or of moving her in harbour, should it be required.

6*th*. One-third of the Pilots of each Company to be available for duty in Harbour.

7*th*. The Companies of Pilots shall arrange among themselves rules for working their Boats and cruising outside.

8*th*. All their arrangements must be reported to, and be approved by, the Master Attendant; the Senior Pilot of each Company as far as possible should be the channel of communication with that Officer.

9*th*. Probationary Pilots (paid by the Board) to work on all occasions with the Senior Pilot of each Company, and take their orders from him.

10*th*. The General Rules for Pension, Discipline, &c., as laid down by the Board will still be equally applicable:—

11*th*. During the S. W. moonsoon season (June to September) a suitable vessel, fitted out and maintained by the Board, to be placed on the station at the end of the season, she should be dismantled and be laid up.

The work to be done by the vessel will be much as at present, but it is hoped that she will (being of the Liverpool Pilot Class) be better adopted for cruising than the Vessels heretofore supplied, and that as the Pilots in charge of her will have a direct interest in the actual amount of money taken more exertion to intercept Vessels may be made to them.

12*th*. The Vessel to be officered by three Pilots: one of each grade, 1st, 2nd, and 3rd; one from each Company (to be changed each season). These Pilots will receive their proportion of the Pilotage money made by their Companies (an additional gratuity might be added by the Board at the end of the cruise if the work has been satisfactorily done).

13*th*. The Senior of the above Pilots, who must be in charge of the Pilot Vessel, should keep a plain mess, (without liquor,) to which each Pilot received on board should pay such daily sum as may be fixed.

14*th*. The vessels to be open to Pilots from any of the Companies, they being placed on board by their own boats, and she will receive the Pilots from outward-bound ships.

15*th*. The Pilots must be supplied (from the General Pilot Vessel) to ships arriving, strictly in turn of Companies, No. 1 Company supplying the first Pilot, No. 2 the next, and so on.

16*th*. The Boats of the different Companies to have full liberty to cruise for ships without reference to the general Pilot Vessel.

E. GILES, Commander I. N.,
Master Attendant, Kurrachee.

Kurrachee, 22nd May 1866.

BOMBAY CHAMBER OF COMMERCE,
Bombay, 27th June 1866.

No. 158 OF 1866.

To the SECRETARY TO GOVERNMENT,
Marine Department, Bombay.

SIR,—I am directed by the Committee of Management of the Chamber of Commerce to acknowedge the receipt of your letter, No. 285, dated 27th April, handing copy of a Memorandum from the Harbour and Pilotage Board, making proposals for a reconstruction of the Pilotage system of Bombay Harbour, on which Government requests the opinion of the Chamber; and with reference to your subsequent letters of 6th and 26th instant I am further to express regret for the delay that has unavoidably been incurred before addressing you on the subject, owing to the time taken up in circulating the papers amongst the members.

In reply I am now directed to state for the information of Government that the proposed scheme will, in the opinion of the Committee, be a very great improvement on the present system, the inefficiency of which is complained of on all hands.

It is, however, the opinion of the Chamber that the share of the earnings which the Board propose to retain to themselves is excessive.

The Committee can see no reason why on such a system as that proposed, the Board should seek to retain any share of the profits

of the service beyond what may be necessary to form a sinking fund for replacing schooners lost or worn out, and they consider 10 per cent. would, at the outside, be found sufficient for this purpose.

The Committee are further of opinion that the scale of remuneration proposed for the Pilots is not sufficient to secure good men, thoroughly qualified for their work, taking into account the deductions their income will be liable to, the deductions above suggested in reference to the amount proposed to be retained by the Board should be applied to the augmentation of the shares divisible among the Pilots, and this might enable the Board to raise the scale of pay for senior Pilots to Rs. 450 or Rs. 500 per mensem, and the others in proportion.

It should also be provided that the five sixty-fourth shares set apart for the payment of the pensions of the old Pilots be applied, after that purpose is served, to the improvment of the Pilot Service, in such manner as may from experience be found expedient.

The Committee also consider that the rate of Rs. 45,000 for each schooner is much too high, but as details are not entered into regarding this part of the scheme, they desire merely to indicate an impression rather than to express an opinion, in order that the matter may be carefully examined by Government.

With the exceptions as to some important points of detail indicated above, the proposed scheme has the approval of the Chamber, and the Committee trust Government may be able to give it consideration, with a view to its being carried out as early as may be practicable.

I have the honour to be, &c.,

JAMES TAYLOR,

Secretary.

MARINE DEPARTMENT.
No. 560.

Bombay Castle, 13th August 1866.

Letter from the Secretary, Harbour and Pilotage Board, No. 137, dated 16th April 1866.

Submits a Memorandum and Resolution by the Harbour and Pilotage Board, respecting the improvment and reconstruction of the Pilotage system of the Bombay Harbour, and requests early consideration of the subject. Submits also a scheme by Captain Barker who dissents from the proposals of the Board.

Letter from Captain E. Giles, I. N., Master Attendant, Kurrachee, No. 310, dated 22nd May 1866.

Reports on the proposals.

Letter from the Secretary to the Chamber of Commerce, No. 158, dated 27th June 1866.

Submits the Chamber's opinion on the proposals.

RESOLUTION.—Copies of the letters from Captain Giles and the Chamber of Commerce should be sent to the Harbour Board, with an intimation that Government feel inclined to concur in the modifications they suggest in the Board's scheme which, in all other respects, seems a great improvement on the present system.

Government would be obliged if the Board would take the suggestions into consideration, and, if they concur, favor Government with a revised draft of Rules. It is requested that the present system may also be shown in the margin of the revised Rules.

Major,

Acting Secretary to Government.

To

THE PRESIDENT, Harbour and Pilotage Board.
THE SECRTARY to the CHAMBER of COMMERCE.
Captain E. GILES, Master Attendant, Kurrachee.

No. 482 of 1866.

Habour and Pilotage Board,

Bombay, 17th September 1866.

From the Secretary, Harbour and Pilotage Board

To the Secretary to Government,

Marine Department.

Sir,—With reference to Government Resolution in the Marine Department, No. 560, dated 13th August last, I am directed to state that the Board begs to forward a Minute by their Vice-President, Captain Henry, which has the full concurrence of the Board, and in their opinion meets all the points raised by Commander Giles and the Chamber of Commerce. It may be satisfactory for Government to know that the scheme recommended by the Board, and the opinions given in their report, were framed upon the evidence of a number of Commanders of ships in the Harbour and of the most experienced Pilots in their service.

The Board are of opinion that this subject has been very fully discussed, and that immediate action should be taken, and they urge upon Government the necessity of issuing immediate orders.

I have, &c.,

(Signed) Henry Morland, Lieut., late I. N.,

Secretary.

MINUTE by CAPTAIN HENRY.

Letter of Captain E. Giles, I. N.

Paragraph 3. The Sub-Committee entertain no doubt as to the ability of the Schooners the Board propose building being able to maintain their position off the Harbour during the South West monsoon.

Vessels of the class intended to be used, are able to keep at sea in the winter months off the coast of North America, where the weather is much heavier than it is here in the South West monsoon.

Of course, in a cyclone or very heavy gale of wind the Schooners will be obliged to run into Port. But in such weather no vessel ought to try and make the Harbour.

Paragraph 6. The Sub-Committee do not consider that the entirely free system could be worked with advantage in this Port, for the following reasons:—

1*st*.—The description of vessels which it will be requisite to have to enable the Pilots to keep off the Harbour during the South West monsoon are too expensive for men of the Pilot class to purchase or build.

2*nd*.—The free system only answers well where competition is great. This can never be the case with Europeans in India, and the Sub-Committee would not recommend the admission of Natives into the Pilot service. Moreover they are afraid that the entirely free system would remove the Pilots very much from proper supervision, which they consider would seriously damage their efficiency.

Paragraph 8. If Captain Giles had read paragraph 20 of the Board's scheme for the re-organizing of the Pilot service he would have seen that the earning of each Schooner is to be divided amongst her Pilots only, and not to be lumped for the whole service.

Paragraphs 9, 10, 11, 12, 13, 14, 15, 16, 17.

In answer to the objections contained in the above clauses as to the Schooners, and to Captain Giles' opinion expressed on the present Pilot Boats.

The Sub-Committee can only refer to the very voluminous evidence already taken which they think fully confirms their first recommendation.

The remaining clauses of Captain Giles' letter contain his proposition for working the Pilot service of this Port. The Sub-Committee consider his plan would be an improvement on the

present one. But they do not think it as good as the one recommended by the Harbour and Pilotage Board.

They are of opinion that no matter what exertions the Pilots would use, they could not with their present boats in the South-West monsoon keep outside the Harbour, or get there in sufficient time after inward bound vessels are signalled from the Light House to board them before they have passed the principal dangers at the entrance of the Port.

Letter of the Chamber of Commerce.

The Sub-Committee do not consider that the share of the earnings of the Pilots proposed to be retained by the Board is too large for the following reasons :—

1*st.*—To give a large proportion of the earnings to be divided amongst the Pilots, would pay them considerably beyond the amount which the standing of this class of men generally receive for similar work.

2*nd.*—In the event at any future period of the number of Pilots having to be increased, it will be necessary for the Board to make provision for the increase out of the Board's share.

3*rd.*—The Board will have to spend a large sum yearly towards paying the Probationer Pilots, keeping up Master Attendant and Harbour Cutters, and doing any extensive repairs that the Schooners may require. As of course the Pilots can only be expected to do the ordinary repairs.

4*th.*—As the Sub-Committee consider that all the Port Dues should be expended on wharfs, light-ships, buoys, anchor boats, &c., they do not think that a smaller sum than that proposed to be retained by the Board will cover the incidental expenses connected with the Pilot service.

The Sub-Commitee consider that the scale of pay proposed for the Pilots is quite ample and more than quadruple what this class of men would have received, had they not entered the Bombay Pilot service. Moreover in nearly all instances it is higher than their present salary.

In support of the first reason given, the Sub-Committee beg to append the following table, showing the pay generally received by most of the upper Class of Nautical men :—

Royal Navy.—When on full pay, Commanders £365 per year ; Lieutenants £200 per year ; Masters average £300 a year ; Sub-Lieutenants £91 a year.

Late Indian Navy.—Commanders Rupees 422 per month ; Lieutenants 120 and 150 per mensem ; Masters 175 per month.

British India S. N. Company.—Captains £400 a year ; Mates 180 a year.

Merchant Ships employed in the Country Trade.—Captains from Rupees 150 to 300 per month ; Mates from Rupees 100 to 150 per month.

Merchant Ships sailing from English Ports.—Captains from £200 to £400 per year ; Mates from £98 to £120 per year.

Liverpool Pilots.—Average about £200 per annum.

Thus it will be seen that the scale of pay proposed for the Bombay Pilots is far in excess of any of the above.

The remark of the Committee of Chamber of Commerce that Rupees 45,000 is too high a sum to pay for each of the Schooners may be correct. But in calculating this as their cost, the Sub-Committee wished to make an outside estimate, and one which would cover all expenses.

It must also be borne in mind that vessels for this particular service must be of a very superior build, and fitted with all the most recent improvements, which will make them much more expensive than ordinary merchant vessels of the same tonnage.

G. F. Henry,
Vice-President, Harbour and Pilotage Board.

(True copy)

Henry Morland, Secretary.

No. 692.

Bombay Castle, 3rd October 1866.

RESOLUTION.—As the Harbour and Pilotage Board after careful consideration adhere to their original plan without modification, it is sanctioned, as His Excellency in Council thinks that a practical trial is the only conclusive test of the soundness of the arguments used.

The whole correspondence on the subject will be printed as a volume of Government Selections, and copies will be sent to the Harbour Board and the Chamber of Commerce.

A. R. HOSKINS, Captain, R. A.,
Acting Deputy Secretary to Government.

To

The PRESIDENT, Harbour and Pilotage Borard.

The SUPERINTENDENT OF MARINE.

Captain GILES.

The SECRETARY to the CHAMBER of COMMERCE.

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